

# Rules and Regulations

## Title 9—ANIMALS AND ANIMAL PRODUCTS

### Chapter I—Agricultural Research Service, Department of Agriculture

#### SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

#### PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

##### Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

1. In § 76.2, in paragraph (e) (24) relating to the State of Indiana, a new subdivision (iii) relating to Cass County, and a new subdivision (iv) relating to Carroll County are added to read:

(24) *Indiana*. \* \* \*

(iii) That portion of Cass County comprised of Clinton Township.

(iv) That portion of Carroll County comprised of Rock Creek, Liberty, Washington, Deer Creek, Jackson, Carrollton, Monroe, and Madison Townships.

2. In § 76.2, in paragraph (e) (20) relating to the State of Virginia, subdivision (x) relating to Southampton and Isle of Wight Counties, and subdivision (xi) relating to Rockingham County are amended to read:

(20) *Virginia*. \* \* \*

(x) The adjacent portions of Isle of Wight and Southampton Counties bounded by a line beginning at the junction of Secondary Highways 620 and 646; thence, following Secondary Highway 646 in a southeasterly direction to Secondary Highway 644; thence, following Secondary Highway 644 in a southwesterly direction to Secondary Highway 646; thence, following Secondary Highway 646 in a southeasterly direction to Secondary Highway 638; thence, following Secondary Highway 638 in a southwesterly direction to Secondary Highway 603; thence, following Secondary Highway 603 in a generally southwesterly direction to Secondary Highway 635; thence, following Secondary Highway 635 in a generally northeasterly direction to Secondary Highway 620; thence, following Secondary Highway 620 in a generally easterly direction to its junction with Secondary Highway 646.

(xi) That portion of Rockingham County bounded by a line beginning at the junction of Secondary Highways 659 and 689; thence, following Secondary Highway 689 in a southwesterly direction to Secondary Highway 679; thence, following Secondary Highway 679 in a southeasterly direction to Secondary Highway 681; thence, following Secondary Highway 681 in a southwesterly direction to Secondary Highway 682; thence, following Secondary Highway 682 in a northwesterly direction to Primary Highway 257; thence, following Primary Highway 257 in a northwesterly direction to Primary Highway 42; thence, following Primary Highway 42 in a northeasterly direction to the Bridgewater city limits; thence, following the Bridgewater city limits in a northwesterly direction to Secondary Highway 738; thence, following Secondary Highway 738 in a northerly direction to Primary Highway 257; thence, following Primary Highway 257 in a northwesterly direction to Secondary Highway 742; thence, following Secondary Highway 742 in a generally northerly direction to Secondary Highway 613; thence, following Secondary Highway 613 in a northeasterly direction to Secondary Highway 732; thence, following Secondary Highway 732 in a northwesterly direction to U.S. Highway 33; thence, following U.S. Highway 33 in an easterly direction to Secondary Highway 612; thence, following Secondary Highway 612 in a northeasterly direction to Secondary Highway 726; thence, following Secondary Highway 726 in a generally southeasterly direction to Secondary Highway 701; thence, following Secondary Highway 701 in a southerly direction to Primary Highway 42; thence, following Primary Highway 42 in a northeasterly direction to the Harrisonburg city limits; thence, following the Harrisonburg city limits in a generally southeasterly direction to Secondary Highway 726; thence, following Secondary Highway 726 in a southeasterly direction to Secondary Highway 659; thence, following Secondary Highway 659 in a southeasterly direction to its junction with Secondary Highway 689.

3. In § 76.2, in paragraph (e) (19) relating to the State of Texas, subdivision (i) is amended to read:

(19) *Texas*. (i) Dallas and Henderson Counties.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f; 29 F.R. 16210, as amended)

**Effective date.** The foregoing amendments shall become effective upon issuance.

The amendments quarantine portions of Cass and Carroll Counties in Indiana, and portions of Rockingham, Southampton, and Isle of Wight Counties in Virginia because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to such counties.

The amendments also exclude Fayette County, Tex., from the areas heretofore quarantined because of hog cholera. Therefore, the restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will not apply to the excluded area, but will continue to apply to the quantined areas described in § 76.2. Further, the restrictions pertaining to the interstate movement from nonquarantined areas contained in said Part 76 will apply to the area excluded from quarantine.

Insofar as the amendments impose certain further restrictions necessary to prevent the interstate spread of hog cholera they must be made effective immediately to accomplish their purpose in the public interest. Insofar as they relieve restrictions, they should be made effective promptly in order to be of maximum benefit to affected persons.

Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable, unnecessary and contrary to the public interest, and good cause is found for making them effective less than 30 days after publication in the *FEDERAL REGISTER*.

Done at Washington, D.C. this 30th day of April, 1970.

GEORGE W. IRVING, Jr.  
Administrator,  
Agricultural Research Service.

[F.R. Doc. 70-5489; Filed, May 5, 1970; 8:46 a.m.]

#### PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

##### Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f),



Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

In § 76.2, in paragraph (e) (20) relating to the State of Virginia, subdivision (viii) relating to Orange County is deleted.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f; 29 F.R. 16210, as amended)

**Effective date.** The foregoing amendment shall become effective upon issuance.

This amendment excludes a portion of Orange County, Va., from the areas heretofore quarantined because of hog cholera. Therefore, the restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will not apply to the excluded area, but will continue to apply to the quarantined areas described in § 76.2. Further, the restrictions pertaining to the interstate movement from nonquarantined areas contained in said Part 76 will apply to the excluded area.

The amendment relieves certain restrictions presently imposed and must be made effective immediately to be of maximum benefit to affected persons. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and unnecessary, and good cause is found for making it effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 30th day of April 1970.

GEORGE W. IRVING, Jr.,  
Administrator,  
Agricultural Research Service.

[F.R. Doc. 70-5540; Filed, May 5, 1970;  
8:50 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 9653; Amdts. Nos. 25-24; 91-76; 121-00]

#### REQUIREMENTS FOR ATTITUDE INSTRUMENT REPLACEMENT OF RATE-OF-TURN INDICATOR

The purpose of these amendments to Parts 25, 91, and 121 of the Federal Aviation Regulations is to require that the third attitude indicating instrument system be capable of providing reliable reference through 360° of pitch and 360° of roll when that instrument replaces the

gyroscopic rate-of-turn indicator, as authorized by Amendments 25-22, 91-71, and 121-57 (35 F.R. 304).

In adopting those amendments, the FAA reached the conclusion, and all commentators apparently agreed, that in large transport category airplanes the rate-of-turn indicator is no longer as useful as an instrument which gives both horizontal and vertical information. However, for such a conclusion to be valid, in those cases in which the third attitude indicating system is to be used as a replacement for a gyroscopic rate-of-turn instrument, it must be capable of reliable reference through 360° of pitch and roll so it can be used for recovery from extreme attitudes. While such a requirement is deemed essential for reasons of safety, it is not expressly stated in the rule prescribed in Amendments 25-22, 91-71, and 121-57. This clarifying amendment makes such a requirement explicit.

In addition to the use of full range gyroscopic attitude instruments, it is the intent of this amendment to permit the use of an instrument which uses controlled precession of short duration at about 90° of pitch to achieve the required range, if the instrument provides a horizon display before and after the precession which is sufficiently accurate to enable recovery to be made to approximately level flight.

Since these amendments are clarifying in nature, I find that public procedure is unnecessary and good cause exists for making them effective on less than 30 days notice.

In consideration of the foregoing, Parts 25, 91, and 121 of the Federal Aviation Regulations are amended, effective May 9, 1970, as follows:

#### PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

1. Section 25.1303(b)(4) is amended to read:

§ 25.1303 Flight and navigation instruments.

(b) \* \* \*

(4) A gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) except that only a slip-skid indicator is required on large airplanes with a third attitude instrument system useable through flight attitudes of 360° of pitch and roll and installed in accordance with § 121.305(j) of this title.

\* \* \*

#### PART 91—GENERAL OPERATING AND FLIGHT RULES

2. Section 91.33(d)(3) is amended to read:

§ 91.33 Powered civil aircraft with standard category U.S. airworthiness certificates; instrument and equipment requirements.

\* \* \*

(d) \* \* \*

(3) Gyroscopic rate-of-turn indicator, except on large aircraft with a third attitude instrument system useable through flight attitudes of 360° of pitch and roll and installed in accordance with § 121.305(j) of this title.

#### PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

3. Section 121.305(f) is amended to read:

§ 121.305 Flight and navigational equipment.

(f) A gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) except that only a slip-skid indicator is required when a third attitude instrument system useable through flight attitudes of 360° of pitch and roll is installed in accordance with paragraph (j) of this section.

(Secs. 313, 601, 603 Federal Aviation Act of 1958, 49 U.S.C. 1354, 1421, 1423; sec. 6(c), Department of Transportation Act 49 U.S.C. 1655(c))

Issued in Washington, D.C., on April 29, 1970.

J. H. SHAFFER,  
Administrator.

[F.R. Doc. 70-5497; Filed, May 5, 1970;  
8:46 a.m.]

[Airspace Docket No. 69-SW-79]

#### PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

##### Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Jasper, Tex., transition area.

On January 30, 1970, a notice of proposed rulemaking was published in the FEDERAL REGISTER (35 F.R. 1240) stating the Federal Aviation Administration proposed to alter the Jasper, Tex., transition area. A supplemental notice was published on February 28, 1970 (35 F.R. 3922).

Interested persons were afforded an opportunity to participate in the rulemaking through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., June 25, 1970, as hereinafter set forth.

In § 71.181 (35 F.R. 2134), the Jasper, Tex., transition area is amended to read:

JASPER, TEX.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jasper County Airport (lat. 30°53'32" N., long. 94°02'03" W.), within 3.5 miles each side of the 360° bearing from the Jasper RBN



(lat. 30°57'16" N., long. 94°02'00" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN, and within 3.5 miles each side of the 182° bearing from the Pine RBN (lat. 30°52'00" N., long. 94°02'06" W.) extending from the 5-mile radius area to 11.5 miles south of the RBN.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Fort Worth, Tex., on April 24, 1970.

HENRY L. NEWMAN,  
Director, Southwest Region.

[P.R. Doc. 70-5498; Filed, May 5, 1970; 8:47 a.m.]

[Airspace Docket No. 70-SW-4]

## PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

### Designation of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to designate the Cherokee Village, Ark., transition area.

On February 12, 1970, a notice of proposed rulemaking was published in the FEDERAL REGISTER (35 F.R. 2890) stating the Federal Aviation Administration proposed to designate a transition area at Cherokee Village, Ark.

Interested persons were afforded an opportunity to participate in the rulemaking through submission of comments. All comments received were favorable.

Subsequent to issuance of the proposal, the U.S. Coast and Geodetic Survey changed the final approach bearing of the ADF instrument approach procedure from the 220° magnetic (226° true) bearing from the Cherokee Village RBN to the 217° magnetic (223° true) bearing. This change will not increase the amount of controlled airspace required; however, it will require a slight rotation of the transition area. Action is taken herein to substitute the 223° bearing for the 226° bearing.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., June 25, 1970, as hereinafter set forth.

In § 71.181 (35 F.R. 2134), the following transition area is added:

#### CHEROKEE VILLAGE, ARK.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cherokee Village Airport (lat. 36°15'49" N., long. 91°33'55" W.), within 3.5 miles each side of the 223° bearing from the Cherokee Village RBN (lat. 36°15'55" N., long. 91°33'45" W.) extending from the 8-mile radius area to 11 miles southwest of the RBN; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles northwest and 9.5 miles southeast of the 223° bearing from the Cherokee Village RBN extending from the RBN to 18.5 miles southwest, and that airspace east of Cherokee Village Airport bounded on the north by V-159, on the south by V-240, and on the west by the arc of an 8-mile radius circle centered on the Cherokee Village Airport.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued at Fort Worth, Tex., on April 24, 1970.

HENRY L. NEWMAN,  
Director, Southwest Region.

[P.R. Doc. 70-5499; Filed, May 5, 1970; 8:47 a.m.]

[Airspace Docket No. 69-SO-161]

## PART 75—ESTABLISHMENT OF JET ROUTES

### Designation of Jet Route Segments

On February 26, 1970, a notice of proposed rule making was published in the FEDERAL REGISTER (35 F.R. 3761) stating that the Federal Aviation Administration was considering amendments to Part 75 of the Federal Aviation Regulations that would designate segments of Jet Routes Nos. 66 and 151.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., June 25, 1970, as hereinafter set forth.

Section 75.100 (35 F.R. 2359) is amended as follows:

a. Jet Route No. 66 is amended to read:

Jet Route No. 66 (Greater Southwest, Tex., to Rome, Ga.) From Greater Southwest, Tex., via Little Rock, Ark.; Memphis, Tenn.; INT Memphis 096° and Rome, Ga., 286° radials; to Rome.

b. In the caption of Jet Route No. 151 "St. Louis, Mo." is deleted and "Birmingham, Ala." is substituted therefor, and in the text "From St. Louis, Mo., via" is deleted and "From Birmingham, Ala., via INT Birmingham 335° and Farmington, Mo., 139° radials; Farmington; St. Louis, Mo.," is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on April 30, 1970.

H. B. HELSTROM,  
Chief, Airspace and Air  
Traffic Rules Division.

[P.R. Doc. 70-5500; Filed, May 5, 1970; 8:47 a.m.]

## Chapter II—Civil Aeronautics Board

### SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. ER-611; Amdt. 8]

## PART 202—TERMS, CONDITIONS AND LIMITATIONS OF CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY; INTERSTATE AND OVERSEAS ROUTE AIR TRANSPORTATION

### Change in Title of Postal Official Designated for Service

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 1st day of May 1970.

The Post Office Department, by letter dated April 9, 1970, has requested amendment of the Board's regulations which set forth the postal officials authorized to receive service of Board documents on behalf of the Postmaster General. Specifically, as the result of an internal reorganization in the Department, the Bureau of Transportation has been abolished and its functions absorbed into the Bureau of Operations. Several provisions of Part 202, as well as other regulations which will require like amendment, require service of documents to be made on the Assistant Postmaster General, Bureau of Transportation. The Department states that primarily because of this reorganization and to provide for more effective control of documents, amendment of these provisions is requested to change the title of the official designated to receive service on behalf of the Postmaster General. The Board finds that the request should be granted and appropriate amendment will be made to Parts 202, 203, 205, 302, and 376.

In view of the limited and technical nature of this amendment, we find that public rule making proceedings are unnecessary and the rule shall be effective upon less than 30 days' notice.

Accordingly, the Board hereby amends Part 202 (14 CFR Part 202), effective May 15, 1970, as follows:

1. Amend paragraph (c) (1) of § 202.3 to read:

§ 202.3 Airport authorization.

(c) Service of application. \* \* \*

(1) The Postmaster General, marked for the attention of the Deputy Assistant Postmaster General for Logistics, Bureau of Operations;

2. Amend paragraph (c) (1) of § 202.4 to read:

§ 202.4 Service pattern change.

(c) Service of application. \* \* \*

(1) The Postmaster General, marked for the attention of the Deputy Assistant Postmaster General for Logistics, Bureau of Operations;

3. Amend the "Certificate of Service" of Appendix A—Recommended Airport Notice Form to read as follows:

#### CERTIFICATE OF SERVICE

I hereby certify that I have this day served (state manner of service) copies of this airport notice on the Postmaster General, marked for the attention of the Deputy Assistant Postmaster General for Logistics, Bureau of Operations; the Federal Aviation Administration, for the attention of the Director, Airport Services; the Mayor or Chief Executive of the cities of \_\_\_\_\_ (address), and the Governor of the State of \_\_\_\_\_ (address), (or the State Commission or agency having jurisdiction of transportation by air within the State of \_\_\_\_\_ (address)); the following scheduled air carriers \_\_\_\_\_ (name and address); and the airport managers of the following airports: